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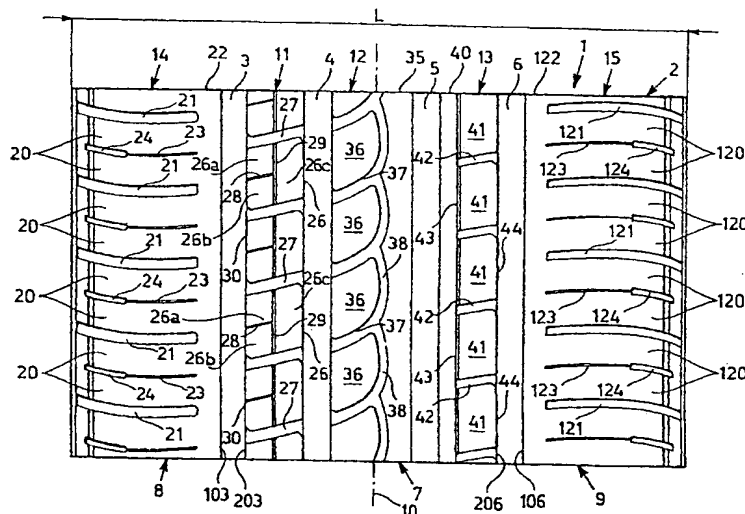
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(54) Title: **HIGH-PERFORMANCE TYRE FOR A MOTOR VEHICLE**



(57) Abstract: A high-performance tyre (1, 51) for a motor vehicle is provided with a tread (2, 52) comprising two deep circumferential grooves (3, 6, 53, 56) which separate a central region (7, 57) from two lateral shoulder regions (8, 9, 58, 59) provided with shoulder blocks (20, 120, 64, 164); in the tread (2, 52) the sum of the widths of the shoulder regions (8, 9, 58, 59) is equal to or less than 60 % of its overall width L, the width of each shoulder region (8, 9, 58, 59) is not less than 20 % of the overall width L, in that each of said circumferential grooves (3, 6, 53, 56) is adjacent, on the side further from said central region (7, 57), to a continuous track (22, 122, 66, 166) from which are branched transverse grooves (21, 121, 65, 165) which delimit the shoulder blocks (20, 120, 64, 164).

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ABSTRACT OF THE DISCLOSURE

A high-performance tyre for a motor vehicle includes a tread having an overall width and including first and second circumferential grooves. The circumferential grooves separate a central region from two lateral shoulder regions. The central region includes central blocks and the shoulder regions comprise shoulder blocks. Each of the circumferential grooves is adjacent, on a side further from the central region, to a respective continuous track from which branch transverse grooves delimiting respective shoulder blocks. Each continuous track terminates in a continuous lateral wall of the respective circumferential groove. The continuous lateral wall of at least one circumferential groove has a profile, in a radial plane, which is inclined more than a profile of a facing lateral wall of the respective circumferential groove. The central blocks are separated from each other by transverse grooves having a bottom wall with a shaped profile of variable depth.

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